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	Pal Szücs was an engineer of the enterprise and Gyoszos Horvado has of the planning department.  2. The headquarters of the railroad constructions terprise was located in a building about 300 meters distant from the main square of Cender colling the road leading to Szombahely. The headquarters consisted of a technical department, a personnel department, and a finance department. The enterprise in Cellingtonia employed a construction work another 1,300 men were employed at various construction about 220 men; another 1,300 men were employed at various construction work.  3. In 1953, the railroad construction enterprise was charged with the mission of maintaining railroad lines and carrying out the construction of new lines. The firm covered the area between the Danube River and the western border of Hungary (Dunantul). Construction at me construction, and enlargement of the station building. The total cost of the project was estimated at 4,400,000 Forint, of which 2,400,000 had been spent by 31 October 1953.  b. Enlargement of the Széksefehervár railroad station at an extimate cost of 3,300,000 forint, of which 2,400,000 had been spent by 31 October 1953.  c. Construction of a railroad line between Retsatlas and Kasho at an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by an estimated cost of 4,800,000 forint of which 1,500,000 had been spent by the second cost of 4,800,000 forint of which 1,500,000 ha	25X1

of 1,400,000 forint, of which 400,600 had been spent by 31 October 1953.

- e. Reconstruction and enlargement of Gyoer railroad station.
- f. Construction of passing sidings for oil trains at Zalaegerszeg railroad station.

In 1953, contracts for railroad construction work totaling 60,500,000. forint had been placed with the railroad construction enterprise at belldomoelk of this sum, 73,000,000. Forint had been spent by 31 October 1953.

comment. It is believed that the railroad construction entermise at Celidosnocities under the administration of the Hungarian State Railways (MAV). The statement that the construction enterprise in Celidosnocities charged with the railroad construction projects in Western Hungary appears credible. In detail, the projects mentioned in the present report are commented upon as follows:

<u>Monlo</u> is the terminal of a secondary line branching off from the Budapest - Dombovar - Szentloering railroad line at Bakoca-Godisa.

Székesfehérvár is an apportant railroad junction. The station was probably enlarged with a view to increase the carrying capacity of the line. A large locomotive repair shop is located at the town. The construction work reported from Székesfehérvár may also be connected with this installation. The construction of a vailroad line from Komlo to Retszilas appears doubtful. It is believed that Nomlo was to be connected either to the Dombovar - Bataszek line or to the Pécs - Bataszek line.

Cycer is located on the Vienna - Hegyeshalor - Budapest railroad line. The railroad line to Law Balaton also passes through Gyoer. Zalaegorsaeg is located in the mineral oil district west of Take Balaton.

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